Police on the subject and he says that he did not authorise the closing of traffic on the occasion. Such a closure of traffic required the previous sanction of Government and publication of a notification in the Government Gazette. I am asking the Commissioner of Police to investigate the matter. In regard to the Northern Outlet road, as I told you, it must be subordinate to the other road requirements of the State. The question of this road will be placed before the road board which, I trust, will very shortly be constituted.

46. Maintenance by Government of the so-called Planters' Roads which had really become public roads.

MR. A. R. ST. GEORGE (*Member, Central Travancore Planters' Association*) said that it was his intention on behalf of the Central Travancore Planters' Association to press the Government to take over the two grant-in-aid roads, *viz* the Cardamom Hills Road or the Church Hill Road and Glenmary Roads known as No, 137, Church Hill Road and No. 138 Road from 3rd mile Church Hill Road to Pambanar *via* Glenmary. Since notifying Government, however, of the subject, he was informed that Government had accorded administrative approval for widening and improving the 11 1/8 miles of roads in question. He would therefore only request that the improvement and maintenance of the roads should be undertaken by Government from the beginning of the year 1105 M. E.

DEWAN'S REPLY: Mr. St. George, as you were correctly informed, administrative sanction has been accorded to widen and improve 11 1/8 miles of No. 137 Church Hill Road and No. 138 road from the 3rd mile Church Hill road to Pambanar. As to the date on which the work should be taken up you will have an opportunity of making out your case before the road board which will shortly be constituted.

47. Irrigation in the Kalkulam and Vilavancode taluks.

MR. A. PAKIANATHAN (*Member, Municipal Council, Kuzhithura*) said that the Kalkulam and Vilavancode taluks were usually subject to severe draughts. Cultivation in these taluks was carried on by means of artificial irrigation. The chief means of irrigation were the tanks. But many of them had silted up and had ceased to be of much use. Such tanks should be deepened and repaired constantly. There was a scheme formulated by Government for the restoration of tanks in disrepair. This scheme was not, however, working well. First, the deepening was done in a very perfunctory manner. It meant only spading out some earth and depositing it in heaps on the sides of the tanks. A single rain was enough to wash down the whole thing into the tanks and to fill them up again. The condition of Nallurkulam, Nelvelikulam and Thamarakulam which were restored only recently would illustrate this. Again, instead of deepening the bed of the tanks what was usually done was to raise their banks, with the result that no water was found in them in the dry season. In order to attend to the

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proper execution of tank restoration works Irrigation Boards should be established in each taluk, consisting of the S. M. P. A. member of the taluk, the member of the Legislative Council, the P. W. D. officer and two leading men from among the ryots. There was also another change which was necessary. Under the present system one-half of the cost of restoring the tanks in the Vilavancode taluk was recovered from the local ryots. This should be stopped.

The Kaviyallur *kal* should be extended from the tail-end of the Thiruvithancode channel. It should pass through Velvachagoshtam pakuthi, crossing Kaviyallur Elai. Then it should cross the Eruthurkada-Karungal road at the second mile, from where it might be extended to Nattalam and Thipramala to a place called Ettany. At this place there were three tanks, the storage of which was quite sufficient to irrigate nearly seven hundred acres of paddy fields in Thipramala, Killiyur, Palur, Kizhcolam and Arasakulam in the Vilavancode taluk.

The excess water in the Amaravathi tank should be distributed by means of a *kal* to Alatharakonam, Thikanamkottukonam, Thazhayadikonam, Tharavila etc. If this was done, more than 200 acres of paddy fields could be easily irrigated. There was already a *kal* opened in part by the people; it was enough if this was improved by the Government and extended for a mile. The extension could be made almost entirely through poramboke lands. There were twelve tanks in this area. If the proposed *kal* was opened, the restoration of these tanks could be dispensed with.

The following tanks should be restored:-

(*a*) Pallichal Kulam in Valvachagoshtam pakuthi. This tank was fed by rain water and was now completely silted up.

(*b*) Karunthur Kuthankulam in Vilavancode pakuthi. This was silted up so completely that it was not able to hold even a drop of water. For want of water in this tank, there was regular failure of crops in the neighbouring fields.

(*c*) Puthukulam and Pottakulam in the Kalkulam pakuthi. These were tanks about the restoration of which the people had submitted several representations to Government.

(*d*) Madathinkulam in the Vilavancode pakuthi. This tank, the restoration of which was very urgent, would benefit about 20 acres of paddy fields.

Arrangements should be made for keeping at least five pumps in the Kuzhitura Section office, from where it could be given on hire to ryots for watering their fields. There were already one or two pumps thus given on hire by Government. But these were by no means sufficient to meet the needs of the people. If more pumps were provided by Government, they would be of immense help to the ryots for drawing water from the Kuzhithura river and irrigating the neighbouring fields.

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DEWAN'S REPLY : Mr. Pakianathan, in the matter of extension of the Kaviyallurkal to the pakuthies of Natalam and Midalam, the Public Works Department reports that the idea of extending the *kal* in the manner suggested by you has to be given up owing to the incapacity of the channel to carry more water.

You next come to the distribution of water from the Amaravathi tank in Thiruvithancode for irrigating the paddy fields in Valiakulam, Tharavila etc. Here too, the Department finds that the water from Amaravathi tank is being utilised for the paddy fields through the Neyyoor *vikal*.

In regard to your next point, estimates for improvements to the Palichalkulam are now under preparation. The improvements necessary for the Koothankulam and Puthukulam are also being investigated. The other two tanks fall within the commanded area and are not in need of any restoration.

Then you come to the subject of providing ryots with pumps at Government expenditure to draw water from the Kuzhithura river for irrigating the neighbouring paddy fields. It is not a matter for the Government. Every ryot is expected, when pumping water is needed, to make arrangements himself. All over Kuttanad, Central and North Travancore there are innumerable pumps, steam pumps and oil pumps held by the ryots, purchased by them and worked by them for their general good. For your taluk, I suggest your paying a visit to Kuttanad, Central and North Travancore and see how the ryots help themselves and then possibly you will go back to Vilavancode and tell your constituency to go and do likewise.

48. Control of motor traffic in Kayancolam.

Mr. P. V. IRUPOOTTY (*Member, Municipal Council, Kayancolam*) said that it was absolutely necessary that the motor stand and the checking station at Kayancolam should be removed from their present site which was in the heart of the town and very near the schools and public offices. Government themselves had felt the necessity for this change and they had in consequence prepared a scheme for diverting the motor traffic through the town to a less crowded region by opening a new road from the place called Puthiyedathumukku to the Catholic church in the north where a bridge was to be constructed and another road opened on the opposite bank. This was a matter which admitted of no delay, and in furtherance of it two suggestions might be made, either of which Government had the option of adopting.

One suggestion was to extend the lane which ran westwards from the present motor stand and to convert it into a cartable road, the checking station and motor stand being located on the banks of the canal. The municipal council was ready to meet the cost of the road; Government had only to provide a bridge. This proposal was a very cheap one both for the council and the Government.

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